



STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 14-185350 DZM
PC # 13-186226
Hazelwood Plaza
REVIEW BY: Design Commission
WHEN: 1:30 PM Thursday February 5, 2015
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

Bureau of Development Services Staff: Chris Caruso 503-823-5747 /
Chris.Caruso@portlandoregon.gov

GENERAL INFORMATION

Applicant: Alberto Rinkevich/ARDesign LLC (503-927-1758)
4810 SW Lowell Ct./Portland, OR 97221

Owner: Century 18 LLC
3570 SW River Pkwy #2307/Portland, OR 97239-4548

Site Address: 312 NE 102ND AVE

Legal Description: TL 9000 0.13 ACRES, SECTION 34 1N 2E; TL 9100 0.13
ACRES, SECTION 34 1N 2E; TL 9200 0.13 ACRES, SECTION
34 1N 2E; TL 9300 0.13 ACRES, SECTION 34 1N 2E

Tax Account No.: R942342590, R942342600, R942342610, R942342620

State ID No.: 1N2E34CB 09000, 1N2E34CB 09100, 1N2E34CB 09200,
1N2E34CB 09300

Quarter Section: 3041

Neighborhood: Hazelwood, contact Arlene Kimura at 503-252-9429.

Business District: Gateway Area Business Association, contact Fred Sanchez at
503-256-3910.

District Coalition: East Portland Neighborhood Office, contact Richard Bixby at
503-823-4550.

Plan District: Gateway

Zoning: Cmd – Mixed Commercial/Residential with design overlay

Case Type: DZM – Design Review with Modifications

Procedure: Type III, with a public hearing before the Design Commission.
The decision of the Design Commission can be appealed to City
Council.

Proposal:

The applicant seeks Design Review with Modifications approval for two new 5-story apartment buildings comprising 62 units total, with common tuck-under parking for 44

vehicles plus 1 loading space, 3 ground floor retail spaces, and a central entry plaza and 2nd level outdoor deck. Exterior materials include brick veneer and concrete at the ground level, prefinished metal cladding and cement board lap siding with cement board trim at the upper floors, metal and wood canopies, vinyl windows at the dwelling units, aluminum storefront at the ground level openings and the elevator towers, metal balcony railings, wood accent trim at the ground level, wood and concrete fencing, and wood screening.

The following Modifications are being requested:

1. 33.526.280.D.2 Ground Floor Active Use. To allow the ground level retail spaces to be 13'-8" deep instead of the 25'-0" deep required in the zoning code.
2. 33.266.319.D.b Loading Space Size. To allow the required one 18' long x 9' wide x 10' high loading space to be 16' long x 10'-6" wide x 10' high.
3. 33.266.220.B.2a Long-Term Bicycle Parking. To allow the wall-mounted bike racks to be spaced 18" on-center instead of the 24" on-center required by the zoning code.
4. 33.526.270.C Entrances. To allow the two main lobby entry doors to be rotated 90 degrees perpendicular to the street instead of directly facing NE 102nd Avenue as required in the zoning code.

Design review is required for proposals in the Gateway Plan District that have a value greater than \$2,087,400. Modifications processed through design review are required for any zoning code standards that are not fully met by a proposal.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the criteria of Title 33, Portland Zoning Code. The relevant criteria are:

- 33.825 Design Review
- 33.825.040 Modifications That Will Better Meet Design Review Requirements
- Gateway Regional Center Design Guidelines

ANALYSIS

Site and Vicinity: The 24,338 SF site is a series of lots along the eastern side of NE 102nd Avenue, several lots south of NE Glisan Street. The site is flat with no obvious slope and all former structures have been demolished. Surrounding uses include single-family houses directly east of the site, newer multi-family apartment buildings to the west, south, and north, and offices and service agencies to the west and the south. The Gateway Transit Center is located approximately three-quarters of a mile northwest of the site while another MAX light rail line is located approximately one-quarter of a mile south of the site on E Burnside Street. There is also a pedestrian thru-way that acts as an extension of the NE Davis Street sidewalks just one lot south of the site. Tri-Met bus service is available on NE Glisan Street and NE 102nd Avenue.

The City of Portland’s Transportation System Plan (TSP) classifies Northeast 102nd Avenue as a Community Main Street, Major Transit Priority Street, District Collector Street, City Bikeway, and City Walkway. Title 33 Zoning Code also classifies NE 102nd Avenue as an Enhanced Pedestrian Street. NE 102nd Avenue rights-of-way were recently reconstructed to new standards this past year which improved the pedestrian amenities along the site’s western edge. The site is not located within the Gateway Pedestrian District.

Zoning: The Mixed Commercial/Residential (CM) zone promotes development that combines commercial and housing uses on a single site. This zone allows increased

development on busier streets without fostering a strip commercial appearance. This development type will support transit use, provide a buffer between busy streets and residential neighborhoods, and provide new housing opportunities in the City. The emphasis of the nonresidential uses is primarily on locally oriented retail, service, and office uses. Other uses are allowed to provide a variety of uses that may locate in existing buildings. Development is intended to consist primarily of businesses on the ground floor with housing on upper stories. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk, especially at corners.

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The Gateway Plan District regulations encourage the development of an urban level of housing, employment, open space, public facilities, and pedestrian amenities that will strengthen the role of Gateway as a regional center. The regulations also ensure that future development will provide for greater connectivity of streets throughout the plan district. This development will implement the Gateway Regional Policy of the Outer Southeast Community Plan. Together, the use and development regulations of the Gateway plan district: promote compatibility between private and public investments through building design and site layout standards; promote new development and expansions of existing development that create attractive and convenient facilities for pedestrians and transit patrons to visit, live, work, and shop; ensure that new development moves the large sites in the plan district closer to the open space and connectivity goals of the Gateway Regional Center; create a clear distinction and attractive transitions between properties within the regional center and the more suburban neighborhood outside; and provide opportunities for more intense mixed-use development around the light rail stations.

Land Use History: City records indicate that prior land use reviews include:

- LU 06-140941 DZ – Withdrawn design review for new building.
- LU 08-184364 DZ – Withdrawn design review for new building.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed November 14, 2013. The following Bureaus have responded with no issue or concerns:

- Site Development Section of BDS
- Water Bureau (Exhibit E-1)
- Life Safety Review Section of BDS (Exhibit E-2)
- Bureau of Environmental Services (Exhibit E-3)
- Bureau of Transportation Engineering (Exhibit E-5)
- Fire Bureau (Exhibit E-6)

The Bureau of Parks-Forestry Division responded with the following comment: Please see Exhibit E-7 for additional details. Note that Title 11 Tree Code went into effect on January 1, 2014 and all projects must now comply with the regulations of this new code.

- *Street trees will be required along all public frontages depending on planting conditions and will be reviewed and approved by the City Forester during building permit application.*

- *At this time, all existing trees on private property that are 12 inches in diameter and greater and not on the nuisance plant list may not be removed unless specifically permitted through Title 11 Tree Code or through a written permit issued from the City Forester as detailed in Title 11.*
- *Portland Parks and Recreation has no objections to this Land Use application if all City tree code regulations are observed.*

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **January 12, 2015.**

One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Arlene Kimura, Hazelwood Neighborhood Association, January 12, 2015 – 13 feet seems to be extremely narrow for the ground floor active space and would need to be carefully designed to meet ADA requirements. It is unclear where visitor/general bicycle parking is on the site. Prefinished cement board may not be a durable and long-lasting material. On many cement board buildings, the finish begins to crumble within 5 years. The rear fencing should be thick enough to protect from headlight glare and vehicle noise.

Staff Response: The ADA requirements for the retail spaces will be reviewed and enforced at the time of building permit review. Visitor short-term bicycle parking is located in the center court facing NE 102nd Avenue and meets the distance-to-main-entry requirements of the Zoning Code. The cement products used on this building include a thicker and more substantial lap siding which is not a panel product we have seen fail over time. The balcony privacy walls are a discreet element that can be more easily repaired since they are freestanding features. The Design Commission has supported the use of cement panels in small areas. The rear wood fencing is solid wood with no gaps between the boards and will be thick enough to not allow lights to shine thru them. There will also be a continuous 3 foot tall line of evergreen shrubs and 22 trees planted along the inner fence line so that the landscaping will provide an additional buffer for headlights. Since the parking area is not completely enclosed, there will still be some noise from the parking area. This should be buffered by the landscaping and fence materials.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit. The applicable standards of the Portland Zoning Code are as follows:

Primary Uses (Table 130-1)

Development Standard

Household Living and Retail Sales and Service uses as proposed are allowed by right. This standard is met.

Floor Area Ratios (FAR) (Map 526-3)

Development Standard

Maximum FAR is 4:1. Minimum FAR 1:1.

Proposal

- Site Area = 24,338 SF x 4 = 97,352 SF available FAR.
- Proposed Building area = 59,018 SF = FAR 2.42:1. The standard is met.

Maximum Height (Map 526-2)

Development Standard

Maximum height is 75 feet.

Proposal

- Proposed building height is 58 feet. This standard is met.

Minimum and Maximum Setbacks (33.130.215 & Table 130-3)

Development Standard

Minimum 0' on all sides of lot.

At least 50% of the ground level street-facing façade must be within 10 feet of the street lot line.

Proposal

- The building is within 10 feet of the street lot line for at least 50% of its length. This standard is met.

Building Coverage (33.130.225, Table 130-3)

Development Standard

Minimum 50% of site area.

Proposal

- Building coverage of the site is 80%. This standard is met.

Connectivity (33.526.250)

Purpose

This regulation implements the Gateway Master Street Plan and is reviewed by the Portland Bureau of Transportation (PBOT).

Proposal

- PBOT has reviewed the proposal. NE 102nd Avenue has recently been reconstructed to meet the street plan requirements. No new streets are required and sidewalks will be repaired if damaged during construction. This standard is met.

Pedestrian Standards (33.526.260.B.2.b & Map 526-4)

Development Standard

The area between an Enhanced Pedestrian Street (NE 102nd Avenue) must be hardscaped and provide amenities such as benches, trees, planters, kiosks, and/or drinking fountains for every 100 SF of pedestrian area within the setbacks.

Proposal

- Benches, planters, and trees are provided as required. This standard is met.

Main Entrances (33.526.270)

Development Standard

At least one main entrance to each tenant space and/or lobby must face a public street and must be within 15 feet of the public street.

Proposal

- The three tenant space entries face a public street (NE 102nd Avenue). This portion of the standard is met.
- The two lobby entrances are rotated 90 degrees from NE 102nd Avenue and a Modification is requested to the standard.

Enhanced Pedestrian Street Standards (33.526.280 & Map 526-4)

Development Standard

The building must extend to the street lot line (NE 102nd Avenue) for 75% of its length or 75% of the building façade must be within 12 feet of the street lot line and hardscaped for active uses. The ground floor spaces must be specifically designed for active uses.

Proposal

- A Modification thru Design Review is requested to allow the depth of the three ground floor retail spaces to be less than 25 feet.

Ground Floor Windows (33.526.290 & 33.130.230) and Street-Facing Façades (33.130.250.D)

Development Standard

All exterior walls on the ground level that face a street lot line, sidewalk, plaza, public open space or right-of-way must meet the ground floor window requirements of the CX zone. 50% of the length and 25% of the wall area up to 9 feet above grade must be windows or doors.

At least 15% of each façade that faces a street lot line must be windows or main entrance doors.

Proposal

- Windows facing NE 102nd Avenue meet these standards.

Additional Requirements in the CM Zone (33.130.253)

Development Standard

For new development, at least 1 SF of residential development is required for each 1 SF of limited nonresidential floor area (Retail Sales and Service).

Proposal

- 1,400 SF of Retail Sales and Service area is proposed and 57,600 SF of residential development is proposed. This standard is met.

Landscaped Areas (33.130.225 & Table 130-3)

Development Standard

No minimum landscaping is required on CM-zoned sites.

Parking (33.526.340 & Table 266-1 Table 266-2)

Development Standard

Minimum parking for Household Living is 0.33 x 62 units = 21 spaces.

Maximum parking for Retail Sales and Service = 4 spaces.

Proposal

- 44 Household Living parking spaces and 0 Retail Sales and Service spaces are provided on site. This standard is met.

Parking Area Landscaping (Table 266-5)

Development Standard

5 feet of L2 landscaping is required along a parking lot setback abutting a C, E, or I zone lot line.

Proposal

- A 5 foot landscape buffer meeting L2 planting standards is provided along the outer edge of the parking area. This standard is met.

Bicycle Parking (33.266.210 & Table 266-6)

Development Standard

The project consists of 62 apartments and 3 retail spaces. Bicycle Parking requirements are:

Proposal

▪ Residential Long-Term Spaces	69 req'd	76 provided
▪ Residential Short-Term Spaces	6 req'd	6 provided
▪ Retail Long-Term Spaces	2 req'd	2 provided
▪ Retail Short-Term Spaces	2 req'd	2 provided

A Modification is requested to provide a wall rack system for 92% of the long-term bikes that is spaced 1'-8" apart with a 12" vertical stagger in place of the code standard 2'-6" wide bicycle parking space.

Loading Spaces (33.266.310)

Development Standard

One Standard B loading space at least 18 feet long, 9 feet wide and having a clearance of 10 feet is required on site.

Proposal

- A Modification is requested to reduce the loading space size.

Signs (33.140.300 & Title 32] No signs are proposed for approval in this review.

On-Site and Street Trees (Title 11 Tree Code) On-site trees slated for removal will apply for the required permits from the City Forester. Street Trees will be provided as required by the City Forester.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose

Design Review ensures:

- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

33.825.055 Design Review Approval Criteria

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the particular project being reviewed.

Findings: The site is designated with design overlay zoning (d). Therefore the proposal requires Design Review approval. Because the site is within the Gateway Plan District, the applicable approval criteria are listed in the *Gateway Regional Center Design Guidelines*.

Gateway Regional Center Design Guidelines

The Gateway Regional Center is the City of Portland’s only designated regional center. The area is envisioned to redevelop into a highly urbanized, pedestrian-oriented center, with an overall built size and scale second only to Portland’s Central City.

The purpose of design review is to carry out the urban design vision for the District by emphasizing unique district assets in a manner that is respectful, creative, supportive, and compatible with all its areas. Although the District is a complex urban environment, it can become a cohesive whole with the use of these design principles.

Gateway Regional Center Design Goals

Ten goals for design review in the Gateway Regional Center have been established to enhance the area's design quality, support its livability, and guide its transition to a pedestrian-oriented, active, urban regional center. They are:

1. Encourage urban design excellence.
2. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Gateway Regional Center as a whole.
3. Provide for a pleasant, rich, and diverse experience for pedestrians.
4. Assist in creating a regional center that emphasizes a mix of active uses and experiences and is safe, lively, and prosperous.
5. Provide for the humanization of the Gateway Regional Center through the promotion of parks, plazas, open spaces, public art, and trees.
6. Integrate and honor the diversity and history of Gateway.
7. Integrate sustainable principles into the development process.
8. Encourage the development of a distinctive character for subdistricts within the regional center, and link them.
9. Encourage and incorporate transit orientation and usage.
10. Enhance the physical and visual linkages between the Gateway Regional Center and adjacent neighborhoods.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.

A Pedestrian Emphasis

A1. Strengthen Relationships Between Buildings and the Street. Integrate building setback areas with adjacent streets.

A2. Enhance Visual and Physical Connections. Enhance visual and physical connections between buildings and adjacent sidewalks. Orient semi-public building spaces to the sidewalk and street.

Findings for A1 & A2: The proposed building extends very close to the lot line for much of its primary street frontage which is along NE 102nd Avenue, an Enhanced Pedestrian Street. The building line does set back in places from the front lot line to allow for recessed retail entries, stair tower exiting, and the central front courtyard. Even with these recesses, the building is still integrated into the streetscape by having the pedestrian areas paved as an extension of the sidewalk and also by the placement of planters, benches, and racks for short-term bicycle parking within the front courtyard. This allows passersby, residents, and visitors to interact with the street-level of the building through a variety of entry points and the central courtyard seating areas.

There are two main residential lobby entries from the front courtyard which is itself directly connected to the NE 102nd Avenue sidewalk. There are also three retail entries that open directly onto the NE 102nd Avenue sidewalk. All of these entries are prominently marked with projecting canopies and large clear glazed windows and doors. The canopies above the doors allow entry points to be easily identified by tenants and visitors.

A second private second floor outdoor deck is also oriented to the street to provide views to and from the front courtyard and main lobby entries of this active outdoor area. Additional visual connections between the building and the street are provided by the large clear glazed storefront windows in front of active areas such as the main lobbies, the retail spaces, and the manager's office, all of which are oriented to the sidewalks and street.

These guidelines are therefore met.

A3. Integrate Building Mechanical Equipment and Service Areas. Incorporate building mechanical equipment and/or service areas in a manner that does not detract from the pedestrian environment.

B5. Integrate Roofs, Rooftop Lighting, and Signs. Integrate rooftop components, functions and related screening elements with the building's architecture. Integrate exterior lighting, signs and any related structural equipment at or near the roof with the building's architecture. Orient lighting to highlight the building's architecture.

Findings for A3 & B5: Individual air handling units are integrated into the overall balcony privacy wall pattern on the east and west facades and are hidden behind metal grilles that will match the color of the adjacent cement panels, thereby allowing these pieces of equipment to blend into the building architecture. Other smaller vents are aligned in a regular pattern above the balcony privacy walls so that they are barely visible yet remain organized around the building. There are no rooftop units so there is no need to provide additional screening on the roof. Required interior mechanical rooms are located at either end of the NE 102nd Avenue façade, behind a series of vertical windows but have no vents or other exhaust that would negatively impact the pedestrian realm.

Lighting of the building exterior is restricted to lighting typically seen on similar mixed-use residential buildings. It is located to provide necessary lighting at exits, common areas, entries, and private balconies. There are downlights at each projecting canopy as well as at the 2nd floor roof deck cover, lights at the front courtyard and around the roof deck, and single wall-mounted fixtures at each balcony and required exit. Parking area lighting is provided by ceiling-mounted, shielded fixtures that are also partially hidden from view by the turned-down second floor slab. No light will spill out onto adjacent properties and all lighting will be directed downwards toward the ground, not up into the sky. No signs are proposed at this time.

These guidelines are therefore met.

B Development Design

B1. Convey Design Quality and Building Permanence. Use design principles and building materials that convey quality and permanence.

B2. Integrate Ground-Level Building Elements. Integrate the different ground-level building elements with the building's architecture.

B3. Design for Coherency. Integrate the different parts of a building to achieve a coherent design.

Findings for B1, B2 & B3: The proposed building materials include concrete around the ground floor base, at the exposed second floor slab, and at the property line fencing, dimensional cement board lap siding, cement board panels, 18 gauge ribbed metal panels, aluminum storefront, vinyl commercial-grade windows, metal grilles, metal balcony railings and roof deck columns, and Ipe wood accent panels, canopy soffits, and fencing panels. All of these materials are durable, high-quality

items used throughout the Gateway Plan District and give the building an air of quality and permanence.

The ground level building elements are made up of gray brick, clear storefront glazing in silver aluminum frames, a gray concrete base that wraps around the entire ground level, a gray concrete slab edge at the second floor, a clear glazed garage door in a silver aluminum frame, Ipe natural color wood accent panels and fencing that will age to gray, and the paved front courtyard of light and dark gray paving, accented by red canopies above the entries. These elements work together by being placed symmetrically about the front courtyard to create a cohesive pattern of human-scaled materials along the building's ground level along NE 102nd Avenue. Similar attention is given to matching materials, colors, and symmetrical placement at either end of the building which has wood and concrete fencing and metal panels, as well as along the rear lot line which has a continuous concrete and wood fence and exposed second floor concrete slab edge.

The ground floor is further differentiated from the upper floors by the creation of a strong horizontal line at the exposed second floor slab edge. This creates a clear termination point for the upper and lower story materials as well as for the massing shifts of the upper floors. Emphasis is given to the central court and second floor deck by pulling the Ipe wood accent panels from the perimeter fencing and retail entries into both of these spaces, tying them into the overall composition of semi-public areas around the site.

The building itself is split into two primary masses split by the central court and second floor deck. These two tower elements are further broken down into vertical elements finished in metal siding. The tallest metal elements are the vertical circulation points and common lobby areas. These bracket and highlight the ends of the two towers. The façade in between the stair towers is divided into matching pairs of recessed balconies flanked by projecting metal panel masses that are in turn wrapped by slightly recessed lap siding masses. Window shapes are repeated and are vertically stacked which creates another integrated pattern across the building façade. This projecting and recessed pattern of colored forms is consistently applied around the building and creates a cohesive architectural composition of forms and colors that corresponds to specific interior activities.

These guidelines are therefore met.

B4. Integrate Encroachments. Size and place encroachments to enhance the pedestrian environment. Where permitted, integrate skybridges that are visually level and transparent toward the middle of the block, where they will be most unobtrusive.

Findings: This building has five projecting canopies along NE 102nd Avenue. These features are located at the window head line above the sidewalk and will not impede pedestrian movement. *This guideline is therefore met.*

B6. Integrate Ecological/Sustainable Concepts. Integrate ecological/sustainable features or concepts with site and development designs.

Findings: The proposal integrates stormwater treatment along the rear parking area lot line. The building itself is seeking Enterprise Green Communities certification through the use of green materials, and with water and energy use reduction techniques. *This guideline is therefore met.*

C Context Enhancement

C4. Develop Complementary Parking Areas. Develop, orient and screen parking areas to complement adjacent buildings and the pedestrian environment.

Findings: Zoning Code section 33.130.E has garage door setback requirements of either 5 feet or 18 feet from a lot line. Additionally, it is PBOT’s policy to require garage gates or doors to be setback 20-ft from the back of the sidewalk to prevent vehicles from queuing in the public street or across the sidewalk. The Hazelwood Plaza project is proposing a 20 foot garage door setback to meet this policy. NE 102nd Avenue is a major traffic thoroughfare connecting through the Gateway Plan District and has posted speeds up to 35 mph and high traffic volumes. This condition is much different than closer-in Central City street conditions where traffic speeds are less and drivers expect traffic to move more slowly through more constricted spaces. Other parking conditions along NE 102nd Avenue are almost exclusively surface parking lots which have visually open areas. This new garage for the Hazelwood Plaza building would benefit from the additional space for vehicles as it creates a place to safely pull off of this busy street while waiting to enter or exit the garage.

PBOT’s comments from Exhibit E-5 are as follows:

PBOT is not supportive of any reductions in the 20-ft garage door setback along this section of NE 102nd Ave. This street carries very high levels of traffic with average vehicle speeds above 35 mph. There is no on-street parking and the inside travel lane is only 5-ft from the face of the curb. The site is about 700-ft from any traffic signals, so vehicle will be traveling at their highest speeds along this roadway segment. The increased likelihood of a vehicle being rear ended while cueing in the travel lane waiting to enter the garage with a gate at or near the property line is unacceptable.

All of the on-site parking is tucked underneath the building, behind the ground-level active areas and a glazed overhead door so that it is not visible from the street. Eight-foot tall concrete and wood panel fencing, perimeter landscape screening, plus a turned-down second floor slab edge will screen views of the tuck-under parking from the abutting rear properties. The visually solid fence and dense landscaping will cut down on noise and glare from the parking area. Lighting will also not be directly visible as the parking area fixtures are turned so that the bulbs are shielded from view by the abutting properties. *This guideline is therefore met.*

C5. Transition to Adjacent Neighborhoods. Orient the building mass of new development toward the higher-density areas and/or active streets of the regional center.

Findings: The main residential entries, active retail spaces, front courtyard, parking area entry, and second floor deck are all oriented toward NE 102nd Avenue, away from the lower scale single-family homes directly east of the site. Locating these active uses along the street and toward the common spaces removes the most active building functions from neighboring residential lots, thereby reducing potential conflicts. Building massing is also highest at the circulation towers which are pulled up toward NE 102nd Avenue away from the rear yards of the neighboring homes. *This guideline is therefore met.*

C6. Build on View Opportunities. Incorporate semi-public building spaces to facilitate views to and from public amenities. Develop new buildings to emphasize pedestrian views down streets or corridors at focal points or wayfinding markers.

Findings: While the subject site is not at a district focal point, it does create a strong urban edge along NE 102nd Avenue that emphasizes views down this street toward both NE Glisan and E Burnside. The center area between the two building masses has been opened up to create a generous semi-public front courtyard and second floor deck that both allow views to the public sidewalk. These spaces are further defined by overhanging canopies, wood accent fencing, and large areas of glazed aluminum storefront. The material and massing changes at the lobby entries differentiate these corners from the rest of each building and make the lobbies more visually prominent. This provides a visual cue to pedestrians that will help with wayfinding in the area. *This guideline is therefore met.*

(2) MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The following four Modifications are requested:

#1. Ground Floor Active Use (33.526.280.D.2) To allow the ground level retail spaces to be 13'-8" deep at the shop area and 11' deep at the restroom area instead of the 25'-0" deep required in the zoning code for Enhanced Pedestrian Streets.

Purpose: These regulations enhance and ensure the continuity of the pedestrian environment along key streets in the Gateway Plan District. The standards also maintain an urban character along the Enhanced Pedestrian Streets by reinforcing the continuity of pedestrian-oriented, active ground-level uses and strengthening the relationship between those uses and the pedestrian environment. Active uses include but are not limited to: lobbies, retail, residential, commercial, and office. Together with the ground floor window, entrance, and pedestrian standards, the Enhanced Pedestrian Street standards foster an efficient, safe, and interesting route for pedestrians to move through the Gateway Plan District.

Buildings must be designed and constructed to accommodate uses such as those listed in Subsection A. Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to active uses. This standard must be met along at least 50 percent of the ground floor of walls that front onto a sidewalk, plaza, or other public open space. Areas designed to accommodate active uses must meet the following standards:

Standard #2: The area must be at least 25 feet deep, measured from the street frontage wall.

A. Better meets design guidelines. *The resulting development will better meet the applicable design guidelines; and*

B. Purpose of the standard. *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

Findings: The proposal supports the applicable design guidelines *A2 Enhance Visual and Physical Connections* and *C4 Develop Complementary Parking Areas*, and the purpose of the standard by providing a consistent frontage of active interior spaces along NE 102nd Avenue. The shallower depth of the three retail spaces fronting NE 102nd Avenue allows for a more complimentary parking area that is not visible from the street and that also provides as much on-site parking as possible. This in turn reduces the impact of this new development on the area’s on-street parking. The purpose of the standard is to reinforce the continuity of pedestrian-accessible ground-level business uses, as well as to support the healthy urban relationship of ground floor building occupancy and street level accessible public uses and activities. The building frontage along NE 102nd Avenue is primarily “active” and visible from the street. These active spaces include the main building lobbies, the manager’s office, and the retail spaces which taken together, comprise more than 50% of the total frontage along NE 102nd Avenue. The interior of the retail spaces has been designed to support smaller businesses in a flexible open space and two of the spaces could be reconfigured into one larger area.

Due to the extensive length of street-level active uses on NE 102nd Avenue and the more appealing tuck-under design and amount of on-site parking, the criteria are met and this modification request is therefore approvable.

#2. Loading Standards (33.266.310.D) To allow the required one 18’ long x 9’ wide x 10’ high loading spaces to each be 16’ long x 10’-6” wide x 10’ high.

Purpose: A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.

Standard: Buildings where any of the floor area is in uses other than Household Living must meet the standards of this Paragraph.

- a. One loading space meeting Standard B is required for buildings with less than 20,000 square feet of floor area in uses other than Household Living; and 33.266.310D. Size of loading spaces. Required loading spaces must be at least 18 feet long, 9 feet wide, and have a clearance of 10 feet.

A. Better meets design guidelines. *The resulting development will better meet the applicable design guidelines; and*

B. Purpose of the standard. *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

Findings: The proposal supports the applicable design guideline *C4 Develop Complementary Parking Areas* and the purpose of the standard by allowing loading to occur within the tuck-under parking area located behind the ground-

level active uses along NE 102nd Avenue. A larger loading space would also require removal of one or two car parking spaces. This would have a negative impact on the surrounding area by reducing available on-street parking for other businesses and residents. Most of the loading requirements will be related to the move-in and move-out activities and intermittent deliveries to the small retail establishments. The proposed loading space will accommodate delivery vans and smaller moving trucks that are expected to serve this development. The total area of the three retail spaces is approximately 1,400 square feet and if they were stand-alone uses, a loading space would not be required. The Office of Transportation [Exhibit E.4] supports this modification request. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The applicant is proposing a loading area that is smaller than what is required by Code, but one that is adequate to serve the needs of the building tenants, as stated above, the criteria are met and this Modification therefore merits approval.

#3. Standards for all Bicycle Parking (33.266.220.C) All bike parking spaces provided in this proposal, except for 12 that are floor-mounted, will be wall-hung in shared bike storage areas. The proposed vertical rack system provides spaces that are 1'-8" on center and staggered 12" vertically.

Purpose: These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

Standard: Bike parking spaces must be 2' wide x 6' long.

- A. Better meets design guidelines.** *The resulting development will better meet the applicable design guidelines; and*
- B. Purpose of the standard.** *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

Findings: The proposal supports the applicable design guidelines *C4 Develop Complementary Parking Areas* and *C6 Build on View Opportunities*, and the purpose of the standard by providing a functional and space-efficient system that alleviates floor plan demands, which in turn results in active uses at the street, including the main lobbies, manager's office, and retail spaces, as well as the open deck area at the 2nd floor. The wall-mounted system allows for additional space within each living unit since bicycles will be parked in common areas. The proposed bike rack system also allows for more bicycle parking than required which supports bicycle ownership and alternative transportation use among the residents. All wall-mounted spaces accommodate locks and are visible from the parking area and stairways, meeting the goals of security, convenience and safeguarding.

A wall-mounted staggered bike parking system will be installed which allows residents to vertically hang and lock their bicycles, with 12" staggered clearances to adjacent bikes. The specified bike rack system staggers the frames at 1'-8" on center. The 1'-8" on-center separation may be a narrower dimension than allowed in the zoning code, but the stagger and allowance for sliding hangers will help assist hanging and locking a bike. Additionally, the loops to which the bikes are hung project out of the wall to further ease hanging and locking a bike. A 5'-0" minimum aisle is still provided behind each bicycle rack.

For all of these reasons, and the fact that the project proposes more bike parking than required, the criteria are met and this modification request is therefore approvable.

#4. Entrances (33.526.270.C) To allow the two main lobby entry doors to be rotated 90 degrees perpendicular to the street instead of directly facing NE 102nd Avenue as required in the zoning code.

Purpose: These regulations ensure that at least one main entrance into a building, and each tenant space in a building that faces a street, be oriented to public streets or the light rail alignment. This requirement enhances pedestrian access from the sidewalk to adjacent buildings. Together with the Enhanced Pedestrian Street, ground floor window, and pedestrian standards, the entrance standards ensure that sidewalks in the plan district are convenient, active, pleasant environments with pedestrian amenities.

Standard: For portions of a building within the maximum building setback, at least one main entrance for each tenant space on the ground floor of the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent street grade. Entrances that open into lobbies, reception areas, or common interior circulation space must also meet the standards of this section. The entrances must:

1. Face a public street or light rail alignment;
2. Be within 15 feet of the public street or light rail alignment it faces.

A. Better meets design guidelines. *The resulting development will better meet the applicable design guidelines; and*

B. Purpose of the standard. *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

Findings: The proposal supports the applicable design guidelines *A1 Strengthen Relationships Between Buildings and the Street* and *C6 Build on View Opportunities* and the purpose of the standard by providing a large semi-public front courtyard that is flanked by the two main lobby entries. Orienting the lobby entry doors to the front courtyard allows for a more generous entry area where people can meet, rest, and socialize and not interfere with the pedestrian through zone along the public sidewalk. Deeper canopies are also able to be provided above each main entry since the doors do not front directly onto NE 102nd Avenue. These canopies are lighted to provide additional site security as well as better weather protection for tenants and visitors due to their increased depth. Full glazing is still provided at the lobby walls along NE 102nd Avenue so that these active spaces are fully visible from the sidewalks which creates a more interesting and dynamic pedestrian realm. The design of the shared front courtyard is enhanced and energized by having residents and guests move through it to enter the two main lobbies.

For all of these reasons, the criteria are met and this modification request is therefore approvable.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all

development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The Hazelwood Plaza building with its parking area and outdoor courtyard is a comprehensive design of high-quality materials that will be a significant contribution to the Gateway Regional Center. The strong building massing highlighted by changes in materials, different window planes, and glazed storefront areas form an interesting building design that is appropriate for this location. The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval.

TENTATIVE STAFF RECOMMENDATION

(May be revised upon receipt of new information at any time to the Design Commission decision)

Staff recommends approval of Design Review with Modifications for a new 5-story 62-unit apartment building with common tuck-under parking for 44 vehicles plus 1 loading space, 3 ground floor retail spaces, a central entry plaza and 2nd level outdoor deck in the Gateway Plan District with exterior materials of brick veneer, concrete, prefinished metal cladding, cement board lap siding, cement board trim, metal and wood canopies, vinyl windows, aluminum storefront, metal balcony railings, wood accent trim at the ground level, wood and concrete fencing, and wood screening.

Staff recommends approval of the following Modifications:

1. 33.526.280.D.2 Ground Floor Active Use. To allow the ground level retail spaces to be 13'-8" deep instead of the 25'-0" deep required in the zoning code.
 2. 33.266.319.D.b Loading Space Size. To allow the required one 18' long x 9' wide x 10' high loading space to be 16' long x 10'-6" wide x 10' high.
 3. 33.266.220.B.2a Long-Term Bicycle Parking. To allow the wall-mounted bike racks to be spaced 18" on-center instead of the 24" on-center required in the zoning code.
 4. 33.526.270.C Entrances. To allow the two main lobby entry doors to be rotated 90 degrees perpendicular to the street instead of directly facing NE 102nd Avenue as required in the zoning code.
- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.67. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 14-185350 DZM. No field changes allowed."

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Procedural Information. The application for this land use review was submitted on July 17, 2014, and was determined to be complete on **December 8, 2014**.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on July 17, 2014.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit A-4.

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case. This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

Appeal of the decision. The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged (one-half of the application fee for this case).**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form

contains instructions on how to apply for a fee waiver, including the required vote to appeal.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034. For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Applying for your permits. A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the city.

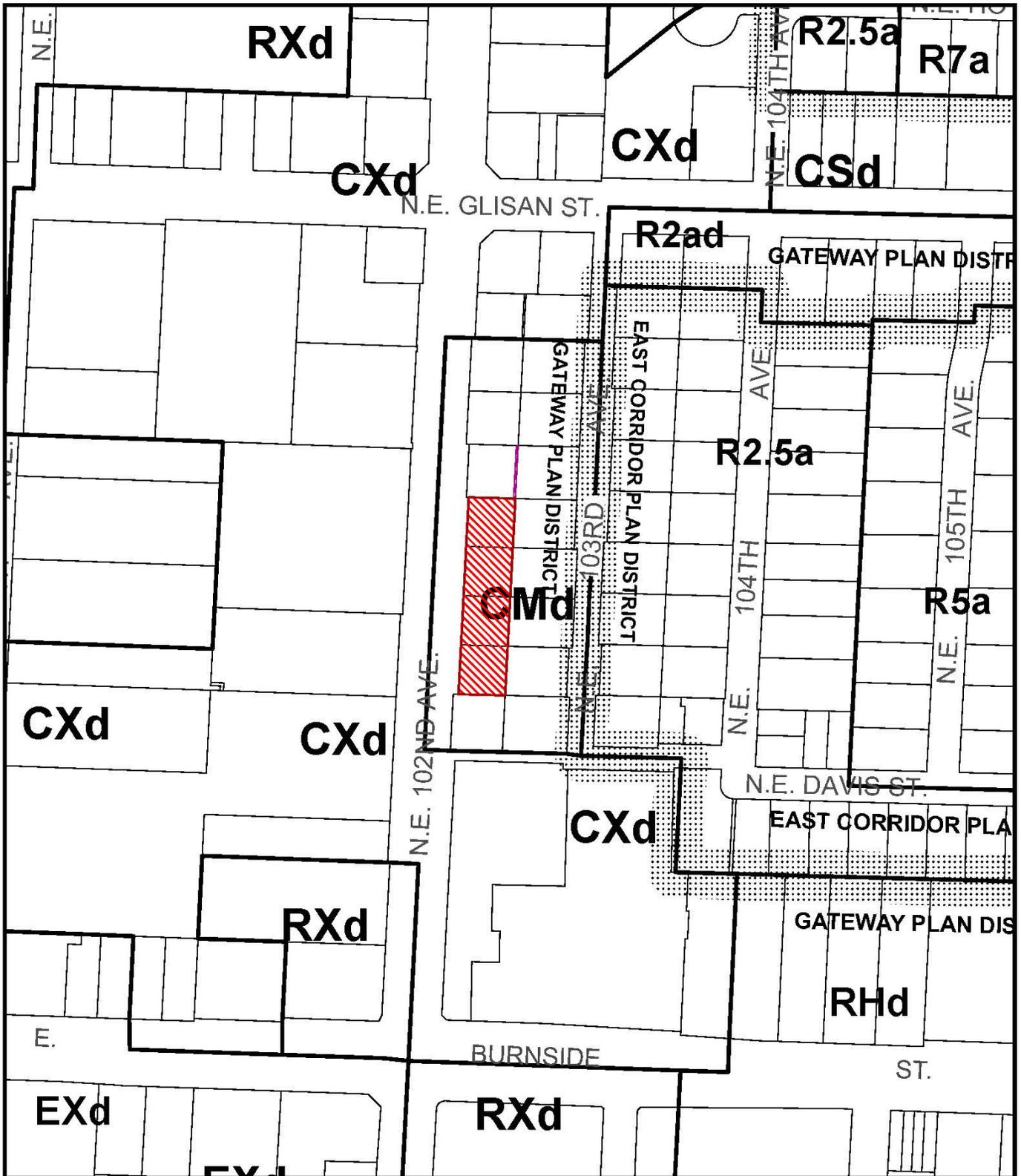
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

Chris Caruso
January 26, 2015

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Information
 - 1. Design Review Narrative, Stormwater Report, Neighborhood Contact Certification
 - 2. 120-Day Waiver
 - 3. Letter of Neighborhood Meeting, January 20, 2015
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Title Drawing
 - 2. Drawing Index
 - 3. Site Plan – Existing Lots
 - 4. First Floor Survey
 - 5. Site Plan and Adjacent Properties
 - 6. Tree Plan
 - 7. Tree Plan Notes
 - 8. First Floor Plan
 - 9. Second Floor Plan
 - 10. Third-Fifth Floor Plan
 - 11. Roof Plan
 - 12. Plaza Enlarged Floor Plan & Renderings
 - 13. Bike Park First Floor Enlarged Plan
 - 14. Rendering
 - 15. Enlarged Second Floor Canopy Plan & Rendering
 - 16. Enlarged Balcony & Exhaust Details
 - 17. Second Floor Roof Garden Rendering
 - 18. Rendering
 - 19. West-East Elevations (attached)
 - 20. West-East Elevations - color
 - 21. South Elevation
 - 22. North Elevation
 - 23. West Elev North Wing Enlarged Elevation
 - 24. West Elev Shop Entry Enlarged Elevation
 - 25. South North Elevations Rendering (attached)
 - 26. Rendering
 - 27. Rendering
 - 28. Rendering
 - 29. Rendering
 - 30. Rendering
 - 31. Section – 1
 - 32. Section – 2
 - 33. Section-Elevation @ Plaza/R-Garden
 - 34. Wall Sections
 - 35. Enlarge Elevation & Window Details
 - 36. Wall & Window Details
 - 37. Lobby Storefront Details
 - 38. Shop Storefront Details
 - 39. Railing & Lobby Canopy Details
 - 40. Railing & Canopy Details
 - 41. First Floor Plan Material Legend
 - 42. Second Floor Plan Material Legend
 - 43. Third-Fifth Floor Plan Material Legend
 - 44. Materials Photos
 - 45. First Floor Lighting Plan
 - 46. Second Floor Lighting Plan
 - 47. Third-Fifth Floor Lighting Plan

48. Lighting Section & Rendering
 49. Landscape Plan (attached)
 50. Tree Plan
 51. Planter & Wood Fence Details
 52. Planter & Wood Fence Details
 53. Landscape Details
 54. Site Furnishings
 55. Existing Conditions
 56. Site Plan (attached)
 57. Details
 58. Artisan Lap Siding Details
 59. Centria metal panel information
 60. Hardi siding information
 61. Jeld-Wen vinyl window information
 62. Kawneer Trifab storefront VG information
 63. Jeld-Wen fiberglass door information
 64. BP glass garage door information
 65. Bathroom eave vent information
 66. Light fixture information
 67. MSZ Heat Pump information
- D. Notification information:
1. Request for response
 2. Posting letter sent to applicant
 3. Notice to be posted
 4. Applicant's statement certifying posting
 5. Mailed notice
 6. Mailing list
- E. Agency Responses:
1. Water Bureau
 2. Life Safety Review Section of BDS
 3. Bureau of Environmental Services
 4. Bureau of Transportation Engineering and Development Review
 5. Fire Bureau
 6. Bureau of Parks, Forestry Division
- F. Letters
1. Arlene Kimura, Hazelwood Neighborhood Association, January 12, 2015 – Questions about the proposal, not fully in support.
- G. Other
1. Original LUR Application
 2. Incomplete Letter
 3. Staff Memo, January 26, 2015
 4. Gateway Regional Center Design Guidelines Cheatsheet
 5. Staff Report, January 26, 2015
 6. Design Advice #4 Summary Notes, April 15, 2014
 7. Design Advice #3 Summary Notes, October 31, 2013
 8. Design Advice #2 Summary Notes, November 29, 2012
 9. Design Advice #1 Summary Notes, October 18, 2012
- H. Submitted at February 5, 2015 Hearing
1. Staff PowerPoint, February 5, 2015



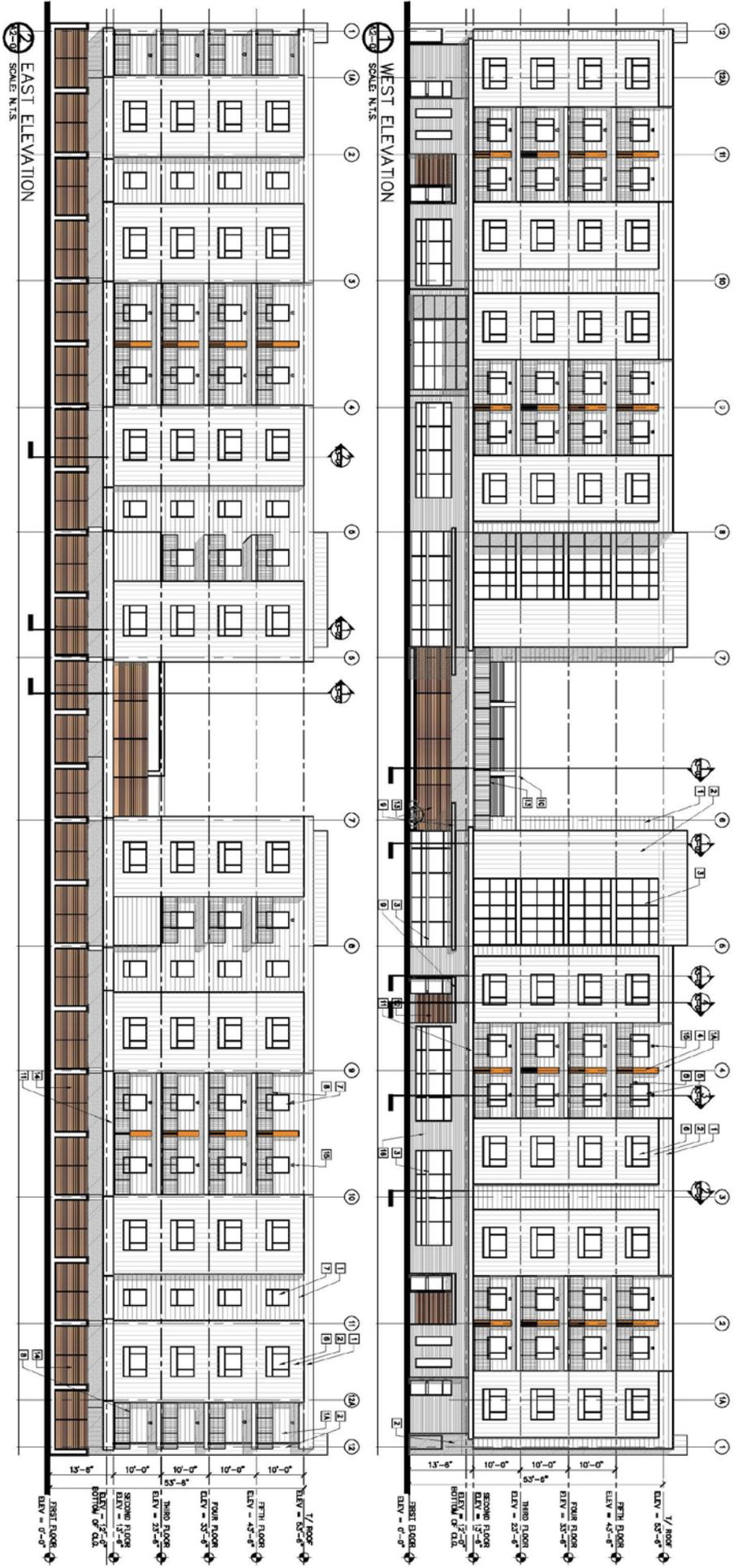
ZONING

-  Site
-  Also Owned



This site lies within the:
GATEWAY PLAN DISTRICT

File No. LU 14-185350 DZM
 1/4 Section 3041
 Scale 1 inch = 200 feet
 State_Id 1N2E34CB 9000
 Exhibit B (Jul 17, 2014)

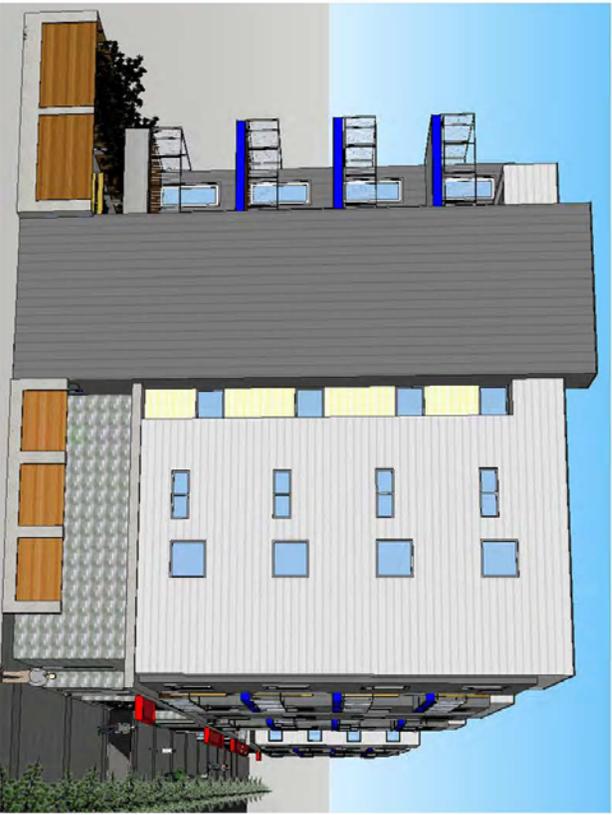
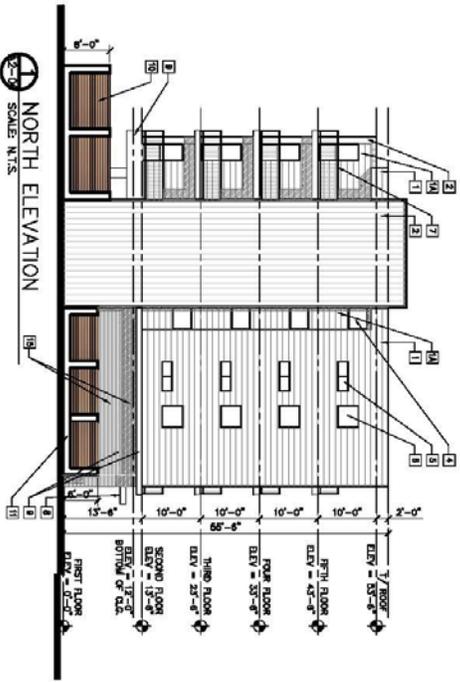
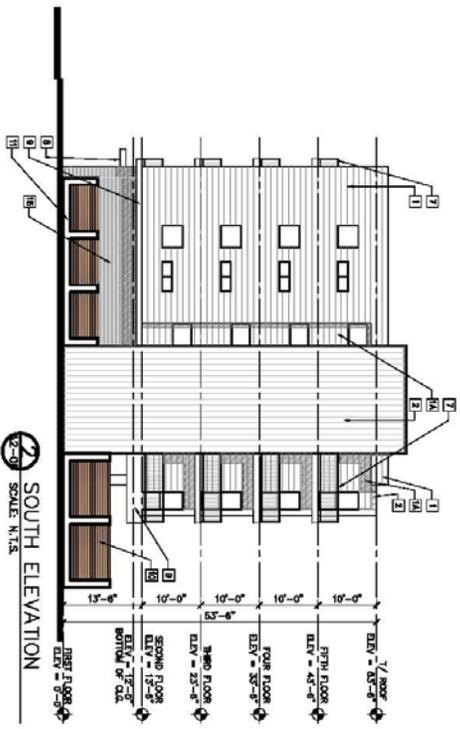


- NOTES**
- 1 PERFORMING COLOR BOARD SELECTION ATURAL LAM SOLING JUST ABOVE OF WINDOW
 - 2 LIGHT COLORING CENTRAL PART OF WINDOW
 - 3 HANGERS STONEWORK 48"OUT FROM FACE
 - 4 AC UNIT, HANG COILS TO HANGERS FROM TOP OF WINDOW
 - 5 4'-10 1/2" x 6" RECESSED WIND. DOUBLE CASIMATY WINDOW COLOR WHITE
 - 6 6'-4" x 6" x 6" RECESSED WIND. DOUBLE CASIMATY WINDOW COLOR WHITE
 - 7 6'-4" x 6" x 6" RECESSED WIND. DOUBLE CASIMATY WINDOW COLOR WHITE
 - 8 HANGERS STAIR RAILING WITH 1/2" x 1/2" ROSET NUTS. PAINTED TO C.S. FOR DETAIL.
 - 9 HANGERS STAIR RAILING WITH 1/2" x 1/2" ROSET NUTS. PAINTED TO C.S. FOR DETAIL.
 - 10 HANGERS STAIR RAILING WITH 1/2" x 1/2" ROSET NUTS. PAINTED TO C.S. FOR DETAIL.
 - 11 HANGERS STAIR RAILING WITH 1/2" x 1/2" ROSET NUTS. PAINTED TO C.S. FOR DETAIL.
 - 12 HANGERS STAIR RAILING WITH 1/2" x 1/2" ROSET NUTS. PAINTED TO C.S. FOR DETAIL.
 - 13 SOLID WOOD FINISH LOCATED TO MATCH ADJACENT
 - 14 1/4" PE S/LAT TIEING WOOD FINISH HANGERS ON CONCRETE PLATES WITH ANCHORS 6" x 6" x 6"
 - 15 LIGHT FINISH, BLACK BRACKET GLOBE
 - 16 BRICK FINISH, HANGERS LIST OR BR (BY MATERIAL HANGERS)

ALBERTO RINKEVICH
 ARCHITECT
 4810 SW LOWMEAD CT. PORTLAND, OR 97221
 (503) 962-7288 FAX (503) 922-2615

HAZELWOOD PLAZA
 62 RESIDENTIAL UNITS
 222-312 NE 102ND. AVE. PORTLAND OR

N.T.S.	N.T.S.	01-15-15
WEST-EAST ELEVATIONS	A2 C	01 19
	LU 14-185350 DZM	



- NOTES
- 1 GREENISH CEMENT BOARD SMOOTH ARTISAN LAP SIDING, JAMESHARBOR OR SIMILAR
 - 1-COLOR COBBLE STONE
 - 1A-COLOR HARRIS CREAM
 - 2 METAL CLADDING CENTRIA W/ SERIES OR SIMILAR PROFILE IW-12
 - 2 COLOR SILVER STM
 - 7 PAINTED STEEL RAILING WITH 3/4" X 3/4" PICKET INfill. REFER TO C-32 FOR DETAIL
 - 8 PAINTED METAL CANOPY
 - 9 EXPOSED SMOOTH CONCRETE W/CHAMFERED EDGES
 - 10 8'-0" HEIGHT SOLID WOOD FENCE MOUNTED ON CONCRETE PLANTER W/CONCRETE COLUMN @ 13'-5" OC 1X4 IPE SLAT. REFER TO DETAIL
 - 11 6'-0" HEIGHT SOLID WOOD FENCE MOUNTED ON CONCRETE WALL W/CONCRETE COLUMN @ 9'-1" OC 1X4 IPE SLAT. REFER TO DETAIL
 - 15 BRICK VENEER, HARBOR MIST OR SM (BY MUTUAL MATERIALS)

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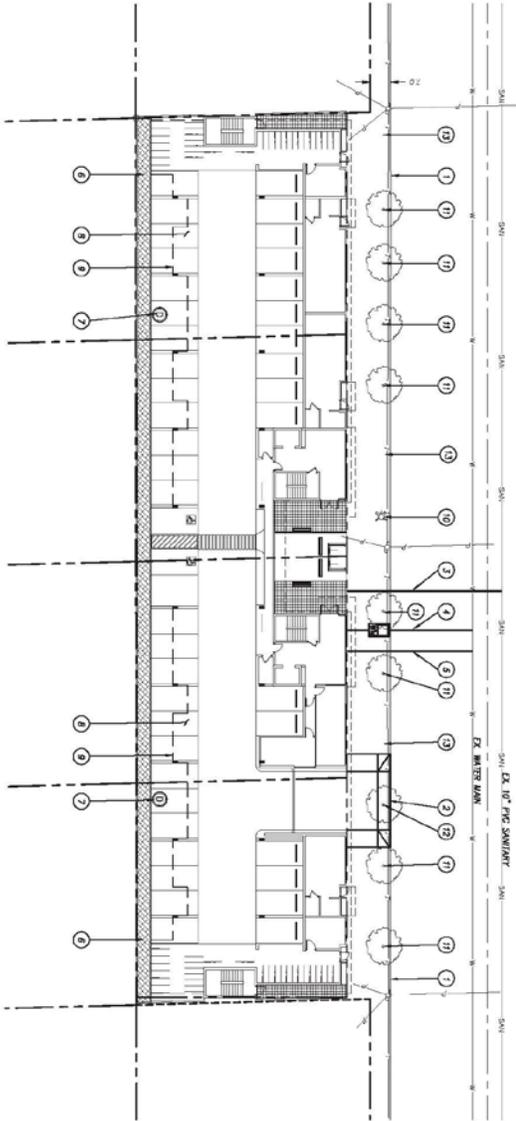
N.T.S.

SOUTH ELEVATIONS RENDERINGS

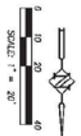
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 LU 14-185350 DZM

MILDRED WHITE, AIA, NCARB
 BAMBA ARCHITECTURE AND DESIGN, LLC

NE 102ND AVENUE



- 1) NE 102ND AVENUE PROPOSED IMPROVEMENTS BY PORTLAND BUREAU OF TRANSPORTATION
- 2) CONSTRUCT 20 FT WIDE DRIVEWAY FOR CITY OF PORTLAND STANDARD DETAIL P-102B
- 3) 6" SAWHAYR SINKER LAYERS
- 4) 1" POLISHED WATER SERVICE
- 5) 3" WALLETS LOCATED IN 4 FT FINISHING ZONE OF SEPARATE WATER BUREAU FRONT
- 6) BACKFLOW PREVENTOR LOCATED INSIDE THE BUILDING
- 7) 6" FIRE SERVICE
- 8) 1" POLISHED WATER SERVICE
- 9) 3" WALLETS LOCATED INSIDE THE BUILDING
- 10) BACKFLOW PREVENTOR LOCATED INSIDE THE BUILDING
- 11) 6" FIRE SERVICE
- 12) 1" POLISHED WATER SERVICE
- 13) 3" WALLETS LOCATED INSIDE THE BUILDING
- 14) BACKFLOW PREVENTOR LOCATED INSIDE THE BUILDING
- 15) 6" FIRE SERVICE
- 16) 1" POLISHED WATER SERVICE
- 17) 3" WALLETS LOCATED INSIDE THE BUILDING
- 18) BACKFLOW PREVENTOR LOCATED INSIDE THE BUILDING
- 19) 6" FIRE SERVICE
- 20) 1" POLISHED WATER SERVICE
- 21) 3" WALLETS LOCATED INSIDE THE BUILDING
- 22) BACKFLOW PREVENTOR LOCATED INSIDE THE BUILDING



PRELIMINARY

SITE PLAN
HAZELWOOD PLAZA
PORTLAND, OREGON

Harper
Hout Peterson
Righellis Inc.
REGISTERED PROFESSIONAL ENGINEERS
200 SE Spokane Blvd., Suite 200, Portland, OR 97202
PHONE: 503.227.1111 WWW.HPIR.COM FAX: 503.227.1117

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	JAN 2014
2	REVISED	
3	REVISED	
4	REVISED	
5	REVISED	
6	REVISED	
7	REVISED	
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